

# BookletChart™

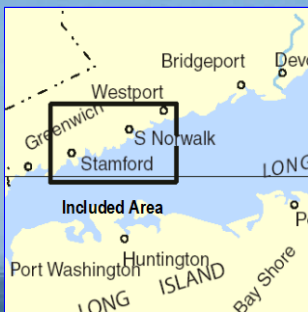


## ***North Shore of Long Island Sound – Sherwood Point to Stamford Harbor***

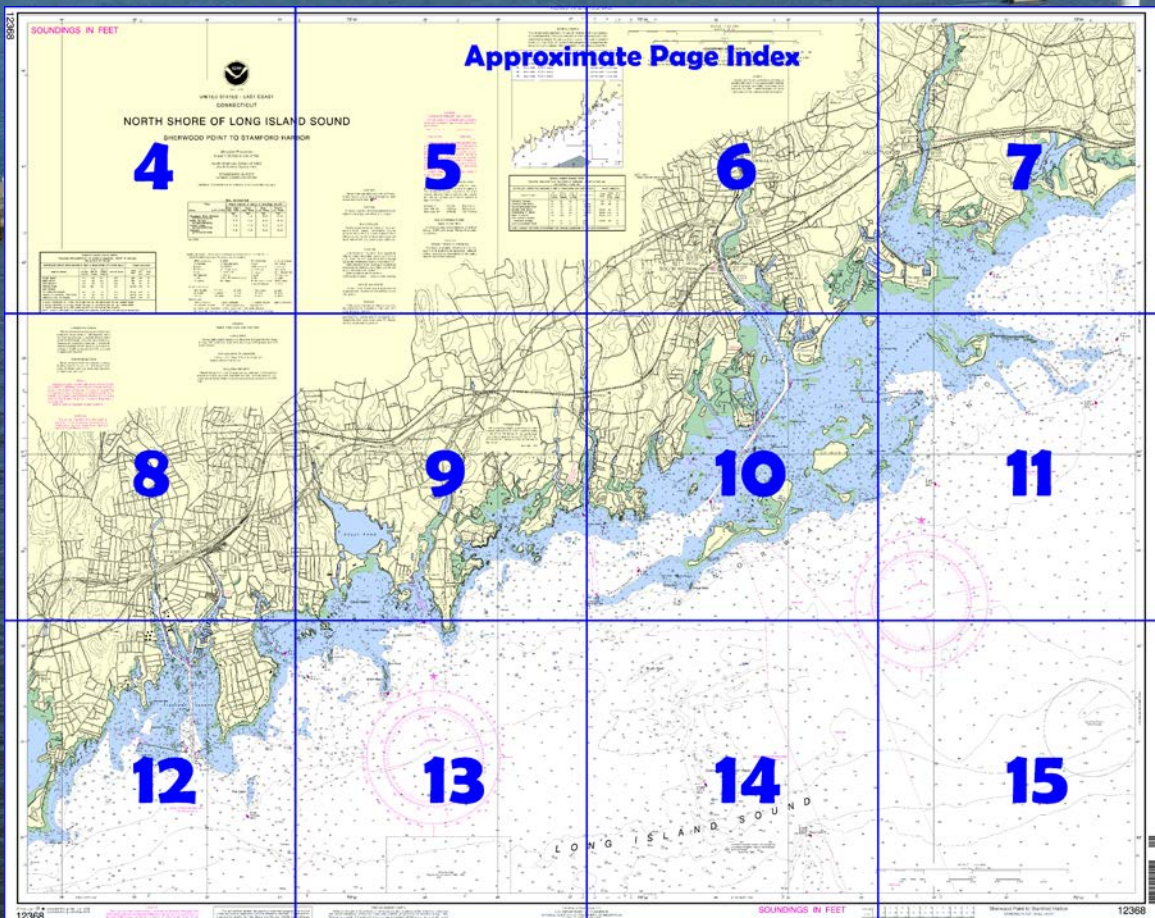
**NOAA Chart 12368**

***A reduced-scale NOAA nautical chart for small boaters***

***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

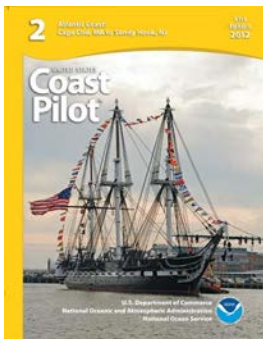
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12368>.



**(Selected Excerpts from Coast Pilot)**  
**Saugatuck River**, 6 miles westward of Penfield Reef Light and northward of Cockenoe Island, has its entrance between **Cedar Point** on the east and **Bluff Point** on the west. The river is shallow and full of ledges and boulders. Freshets do not appreciably affect the height of the water in the navigable part of the river. During the winter, ice usually covers the entire river to its mouth.

Anchorage exposed to southeasterly winds can be had in the entrance to Saugatuck River in 12 to 22 feet, about 0.4 mile southward of **Cedar Point**.

The channel in Saugatuck River is narrow and crooked; vessels should proceed with caution, preferably on a rising tide. In 2001, a reported depth of about 4 feet could be carried in the river from the entrance to about 0.7 mile above the Connecticut Turnpike Bridge at Saugatuck. The 4-foot channel to Westport had a controlling depth of 1 foot, with shoaling to bare in the east branch. The channel is buoyed to **Stony Point**, about 1.9 miles above the entrance. A 5 mph **speed limit** is enforced on the river.

**Compo Yacht Basin** is in the bight about 0.3 mile northwestward of Cedar Point. In 1995, the privately dredged channel that leads to the basin had a reported depth of 8 feet with 7 feet reported in the basin. The channel is marked by private buoys and a private lighted entrance range. A yacht club with landing and mooring facilities is in the basin. Gasoline, berths, electricity, and water are available at the landing. A yacht club in a privately dredged basin on the west side of Bluff Point has berths with electricity, gasoline, and ice. In 1982, depths of 7 feet were reported in the approach with 10 feet alongside the berths. **Duck Creek**, on the west side of the river about 0.6 mile above Bluff Point, is the site of a private yacht club. The reported controlling depth in the creek was about 7 feet in 1981. The entrance and basin are privately marked.

**Bermuda Lagoon**, southward of Duck Creek, is a large privately owned and maintained basin for the use of the residents in the immediate area. **Saugatuck**, a village in the town of Westport, is 2.5 miles above the entrance. Commercial traffic consists mostly of barges that call at a sand and gravel company at Saugatuck; depths at the wharf are about 5 feet. At Saugatuck the river is crossed by a railroad bridge having a bascule span with a clearance of 13 feet. Overhead power cables at the bridge have a clearance of 192 feet. The Connecticut Turnpike Bridge, 0.1 mile above, has a fixed span with a clearance of 59 feet. About 0.1 mile farther up is a highway swing bridge with a clearance of 7 feet. (See **117.1 through 117.59 and 117.221**, chapter 2, for drawbridge regulations.)

**Westport** is a town at the head of navigation on the Saugatuck River, about 1.4 miles above Saugatuck.

There are several small-craft facilities on the river in the vicinity of the bridges. Gasoline, water, marine supplies, and a 3-ton lift are available; hull and engine repairs can be made. Depths of 6 feet are reported alongside the facilities.

**Norwalk Islands**, privately owned with the exception of Shea and Grassy Islands, which are owned by the city of Norwalk, and Cockenoe Island, which is owned by the town of Westport, are 1 to nearly 2 miles off the north shore of Long Island Sound and extend from Georges Rock to Greens Ledge Light, a distance of 6 miles. **Cockenoe Harbor** and **Sheffield Island Harbor**, the two approaches to Norwalk River, are good anchorages for drafts of 9 to 12 feet and are easily made. The bottom is very irregular around the islands and rocks in the group; vessels should proceed with caution when crossing shoal areas and avoid all broken ground. In the vicinity are some oyster stakes and spars, which occasionally are towed under or broken off; caution is recommended, especially at night, for small craft.

**Cockenoe Island**, at the eastern end of Norwalk Islands, is marked on its south side by two knolls; the remainder of the island is low and level. A bar, dry in places at low water but with general depths of 1 to 2 feet, connects the island with the mainland at **Seymour Point**.

**U.S. Coast Guard Rescue Coordination Center**  
**24 hour Regional Contact for Emergencies**

RCC Boston	Commander	
	1st CG District	(617) 223-8555
	Boston, MA	



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET



UNITED STATES - EAST COAST  
CONNECTICUT

NORTH SHORE OF LONG ISLAND

SHERWOOD POINT TO STAMFORD HARBO

Mercator Projection  
Scale 1:20,000 at Lat 41°04'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

FIVE MILE RIVER HARBOR CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2010 AND SURVEYS TO AUG 2008						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH (FEET)
8-FOOT CHANNEL From about 690' seaward of Buoy F1 G-3 upstream about 2,560' to Buoy RN-6 Thence upstream about 2,250' to the upstream vicinity of Cold Water Seafood Corporation Thence upstream about 1,395' to the end of the Federal Navigation Project	A5.3	B6.7	C8.0	8-08	100	.43
	D7.6	8.0	E7.6	8-08	100	.37
	F5.0	G4.8	H4.4	8-08	100	.21
A. Shoaling is located from about 335' to about 710' upstream of Buoy F1 G-3; 8.0' available elsewhere. B. Shoaling is located from about 420' to about 635' upstream of Buoy F1 G-3; 8.0' available elsewhere. C. Except for shoaling to 4.9' within 10' of limit from about 680' to 1,310' upstream of Buoy RN-6. D. Except for shoaling to 6.8' within 10' of limit. E. Except for shoaling to 7.0' within 10' of limit in the vicinity of Rowleyton Yacht Club. F. Except for shoaling to 3.1' within 10' of limit. G. Except for shoaling to 2.5' within 100' of upstream end of the Federal Navigation Project. H. Except for shoaling to 3.3' within 10' of limit. NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						

STAMFORD HARBOR CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2009 AND SURVEYS TO FEB 2008						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH (FEET)
OUTER REACH INNER REACH WEST BRANCH TURNING BASIN EAST BRANCH TO HURRICANE BARRIER THENCE TO 41°02'36.8"N, 73°31'49.5"W THENCE TO END OF PROJECT	13.5	16.3	13.9	2-08	200	0.6
	9.9	12.6	11.5	2-08	200	0.4
	7.5	11.7	8.3	2-08	125	0.8
	A7.2	B8.0	C6.0	2-08	125-380	0.25
TO HURRICANE BARRIER THENCE TO 41°02'36.8"N, 73°31'49.5"W THENCE TO END OF PROJECT	7.7	12.0	8.3	2-08	100-125	0.44
	6.1	9.5	6.3	2-08	100-150	0.46
	D6.1	E2.8	3.1	2-08	100-75	0.35
A. EXCEPT SHOALING TO 0.6 FEET WITHIN 250 FEET OF THE NORTH END OF THE TURNING BASIN. B. EXCEPT SHOALING TO 0.9 FEET WITHIN 250 FEET OF THE NORTH END OF THE TURNING BASIN. C. EXCEPT SHOALING TO 3.5 FEET WITHIN 250 FEET OF THE NORTH END OF THE TURNING BASIN. D. EXCEPT SHOALING TO 0.2 FEET WITHIN 250 FEET OF THE END OF THE PROJECT. E. EXCEPT SHOALING TO 1.6 FEET WITHIN 200 FEET OF THE END OF THE PROJECT. NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo moose code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT LHO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphane	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R rod	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rap reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.346" northward and 1.574" eastward to agree with this chart.

RADAR REFLECTORS

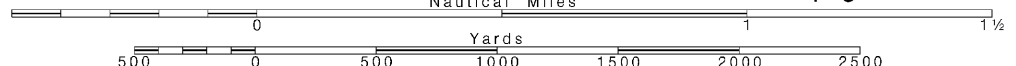
Radar reflectors have been placed on many

Joins page 8

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

73°30'

29'

28'

27'

50'

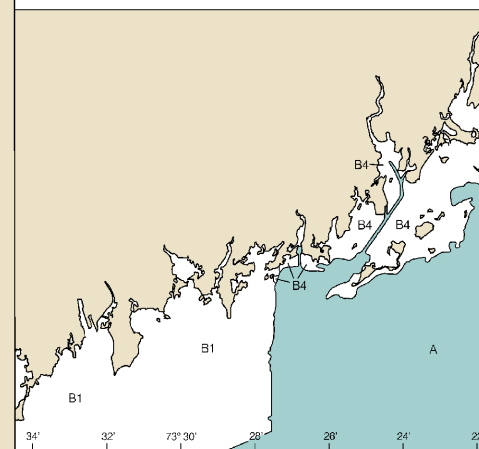
40'

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

## SOURCE

A	1990-2012	NOS Surveys	full bottom charted
B1	1990-1994	NOS Surveys	partial bottom charted
B4	1900-1939	NOS Surveys	partial bottom charted



**CAUTION**  
SUBMARINE PIPELINES AND CABLES  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE Z  
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

## CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)      ○ (Approximate location)

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Meriden, CT	WXJ-42	162.400 MHz
New York, NY	KWO-35	162.550 MHz
Riverhead, NY	WXM-80	162.475 MHz

## CAUTION

## BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NORWALK HARBOR CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2014 AND SURVEYS TO FEB 2014				
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY
ENTRANCE CHANNEL	11.8	12.0	12.0	1,2-14
NORWALK RIVER REACH	11.9	12.0	11.8	1,2-14
SOUTH ANCHORAGE BASIN	5.4	4.9	4.9	1,2-14
SEAVIEW PARK REACH	11.9	12.0	11.7	1,2-14
OYSTERSHELL PT. REACH	7.8	47.4	5.3	1,2-09
FERRY PT. REACH	6.4	8.6	17.2	1,2-08
EAST NORWALK HARBOR				
ENTRANCE CHANNEL	4.9	6.1	6.1	1,2-09
NORTH ANCHORAGE BASIN	4.9	5.8	5.5	1,2-09

A. EXCEPT SHOALING TO 5.3 FEET AT EDGE OF SWING BRIDGE FENDER.

B. EXCEPT SHOALING TO 4.1 FEET AT 183 FEET FROM THE END.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

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Joins page 9

This BookletChart was reduced to 70% of the original chart scale.  
The new scale is 1:28571. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

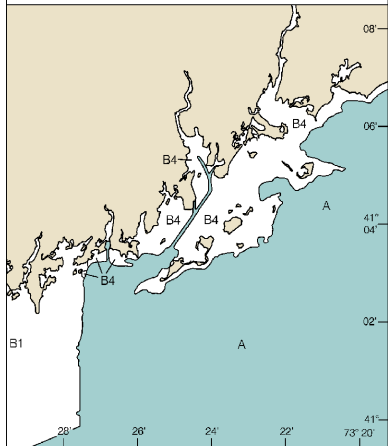
27' 50' 40' 30' 20' 10' 73°26' 50' 25' 24'

SOURCE DIAGRAM

represent the limits of the most recent hydrographic survey that has been evaluated for charting. Surveys have been made by date and type of survey. Channels maintained by the Corps of Engineers are periodically resurveyed and are shown in blue. Refer to Chapter 1, United States Coast Pilot.

SOURCE

veys full bottom coverage  
veys partial bottom coverage  
veys partial bottom coverage

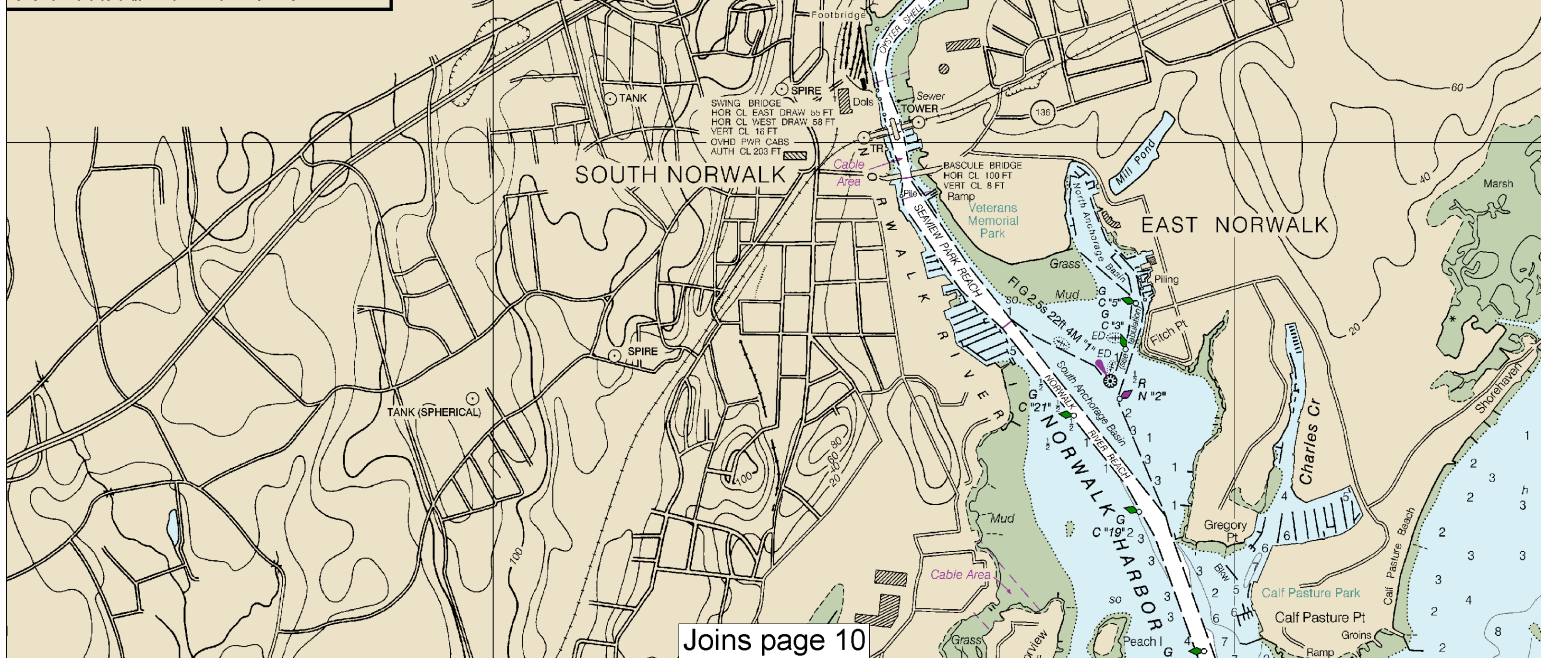


NORWALK HARBOR CHANNEL DEPTHS  
BY THE CORPS OF ENGINEERS - REPORT OF APR 1914  
AND SURVEYS TO FEB 1914

Joins page 5

AT MEAN LOWER LOW WATER (MLLW)			PROJECT DIMENSIONS		
MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
12.0	12.0	1,2-14	200	1.6	12
12.0	11.8	1,2-14	150	0.5	12
4.8	4.9	1,2-14			10
12.0	11.7	1,2-14	100-250	0.4	12
47.4	5.3	1,2-09	58-200	0.54	10
8.6	87.2	1,2-09	100-200	0.61	10
0.1	6.1	1,2-09	125-150	0.5	6
4.9	5.8	1,2-09			6

FEET FROM THE END.  
FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



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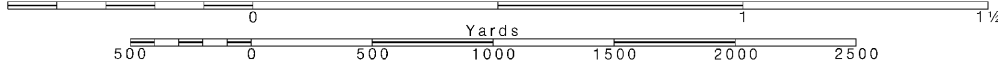
6

Note: Chart grid lines are aligned with true north.

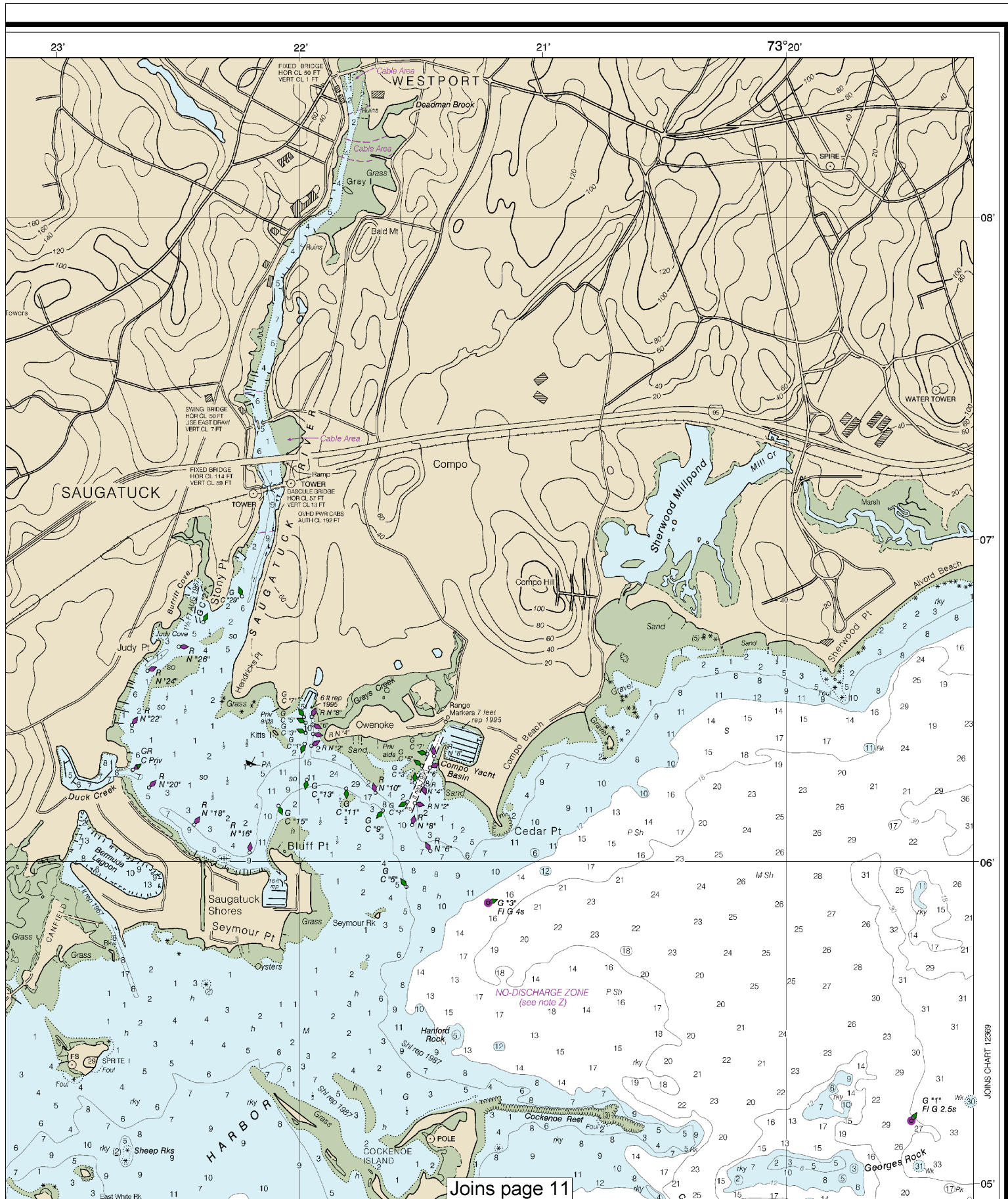
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







THENCE TO 41°02'36.8"N, 73°31'49.5"W	6.1	9.5	6.3	2.08	100-150
THENCE TO END OF PROJECT	D2.1	E2.8	3.1	2.08	100-75

A. EXCEPT SHOALING TO 0.6 FEET WITHIN 250 FEET OF THE NORTH END OF THE TURNING BASIN.  
 B. EXCEPT SHOALING TO 0.9 FEET WITHIN 250 FEET OF THE NORTH END OF THE TURNING BASIN.  
 C. EXCEPT SHOALING TO 3.5 FEET WITHIN 250 FEET OF THE NORTH END OF THE TURNING BASIN.  
 D. EXCEPT SHOALING TO 0.2 FEET WITHIN 200 FEET OF THE END OF THE PROJECT.  
 E. EXCEPT SHOALING TO 1.5 FEET WITHIN 200 FEET OF THE END OF THE PROJECT.  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

## Joins page 4

Cy clay    Grs grass    M mud    S sand    sy sticky  
 Miscellaneous:  
 AUTH authorized    Obstr obstruction    PD position doubtful    Subm submerged  
 ED existence doubtful    PA position approximate    Rep reported  
 (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

### HEIGHTS

Heights in feet above Mean High Water.

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.346" northward and 1.574" eastward to agree with this chart.

### RADAR REFLECTORS

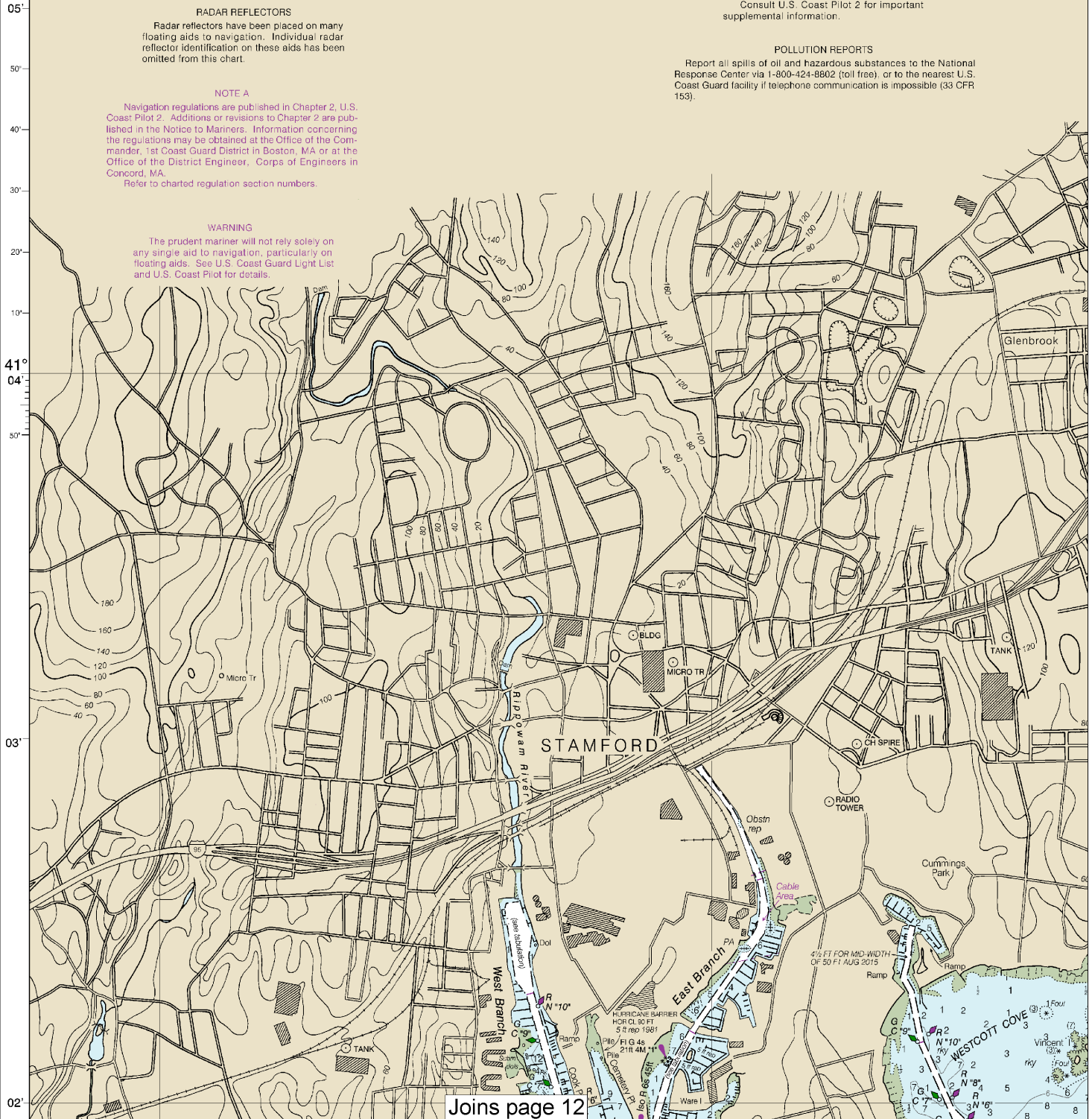
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.  
Refer to charted regulation section numbers.

### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



Joins page 12

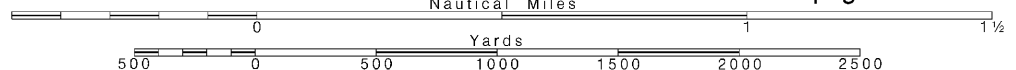
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





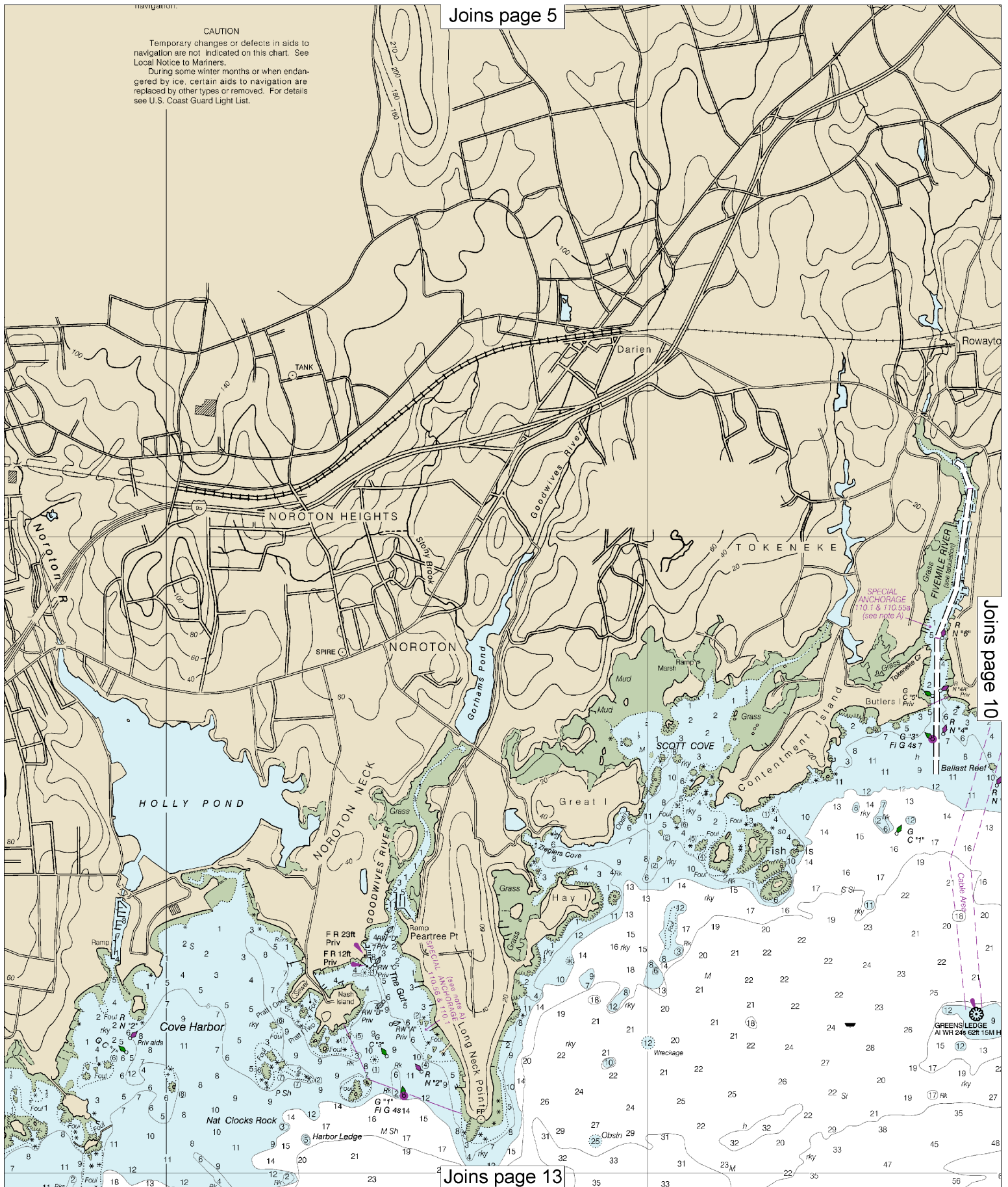
navigation.

CAUTION

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During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

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Joins page 13

Joins page 6



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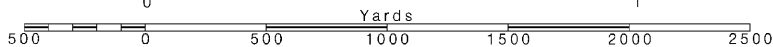
10

Note: Chart grid lines are aligned with true north.

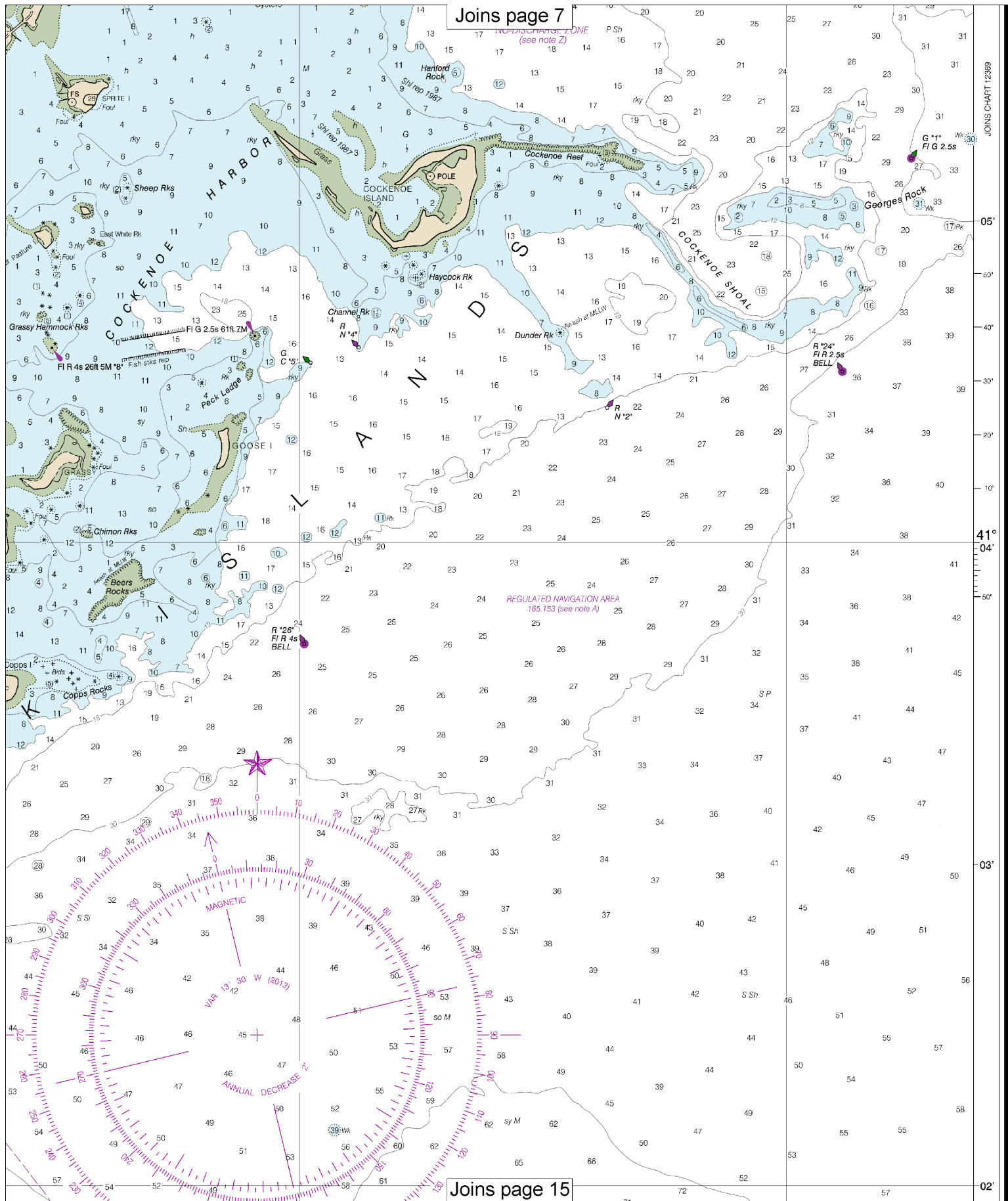
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



Joins page 7



JOINS CHART 12369

05'

06'

07'

08'

09'

10'

11'

12'

13'

14'

15'

16'

17'

18'

19'

20'

21'

22'

23'

24'

25'

26'

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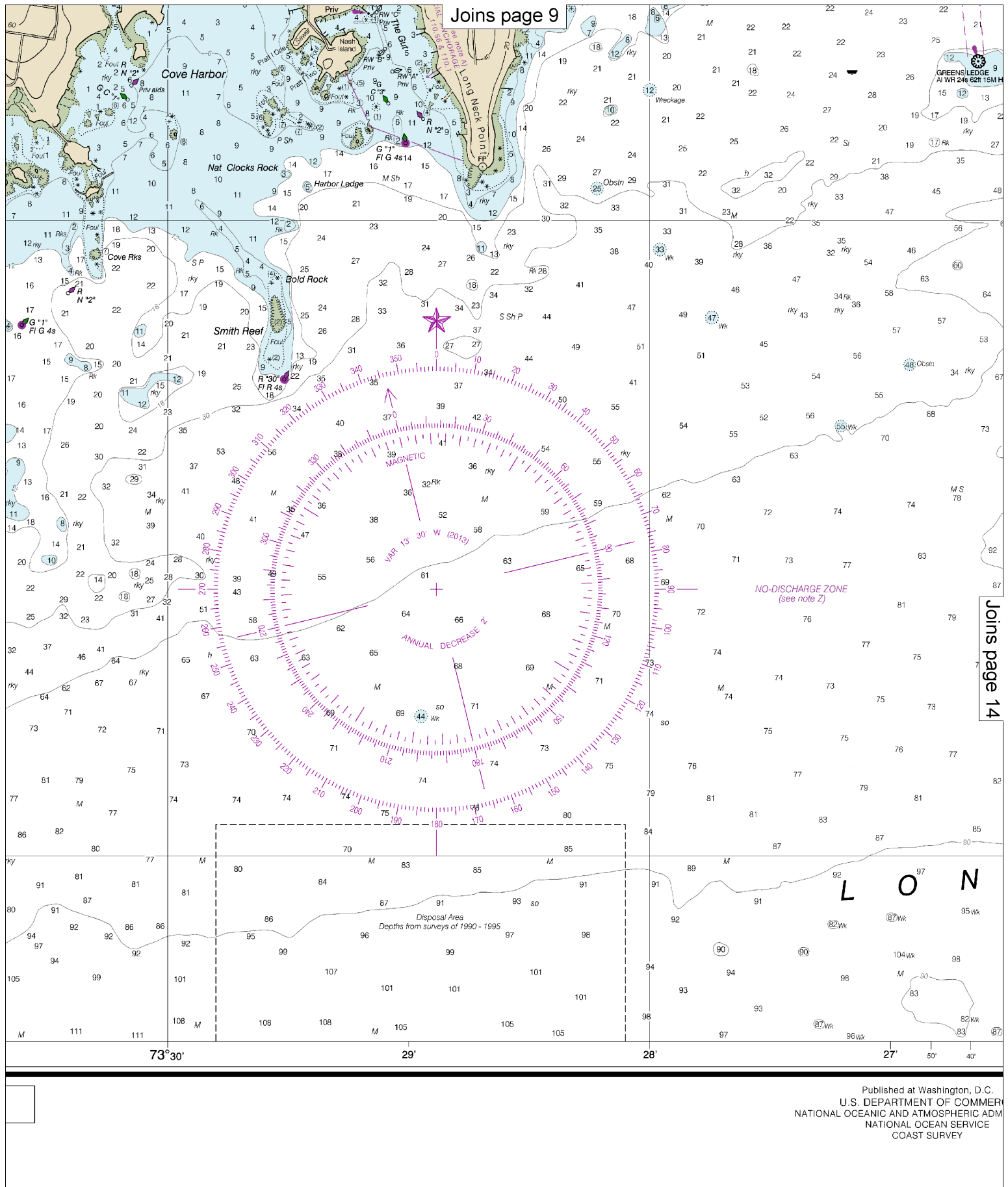
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

28th Ed., Jun. 2013. Last Correction: 9/14/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.

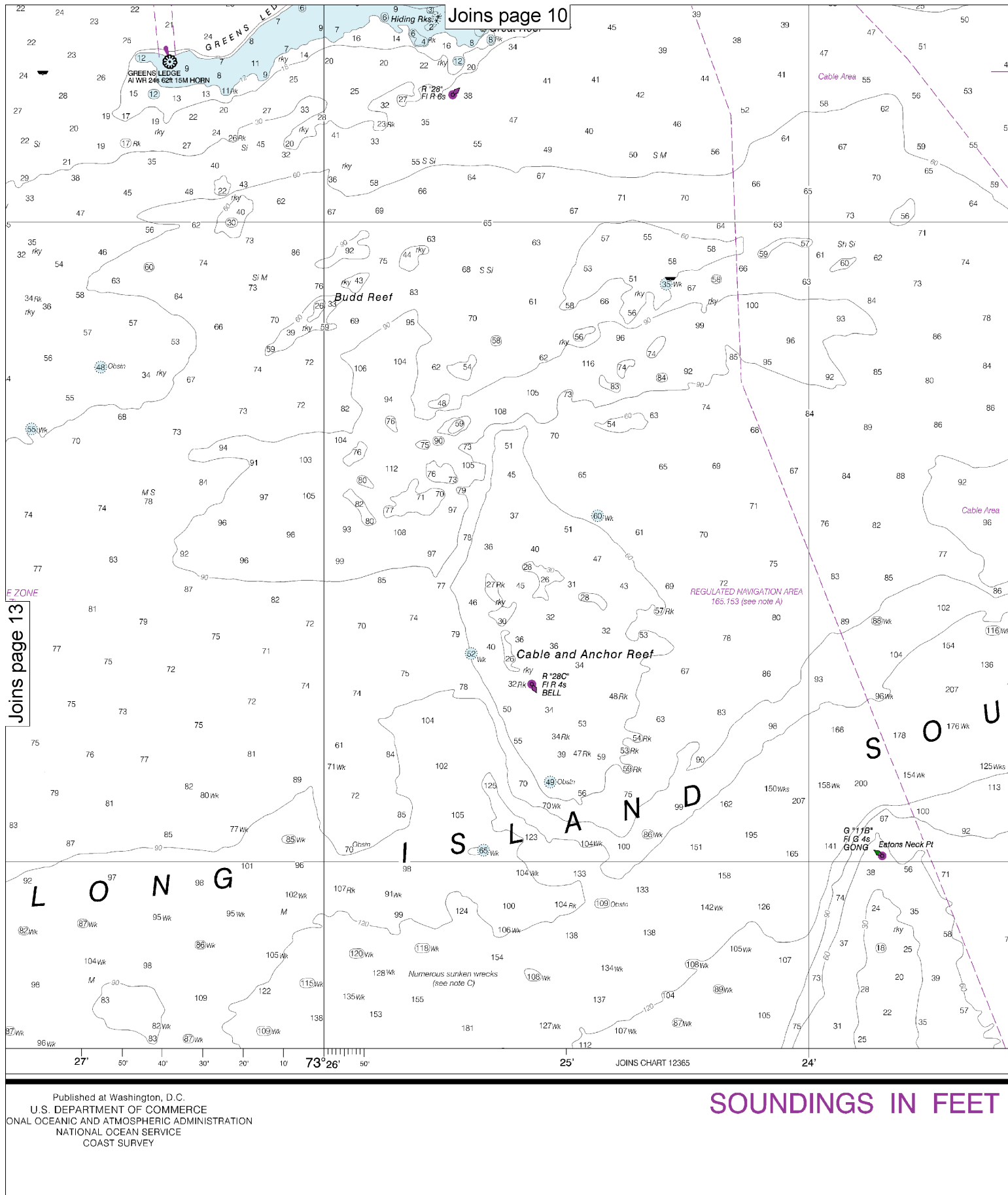
~~SCALE 1:20,000~~  
Nautical Miles



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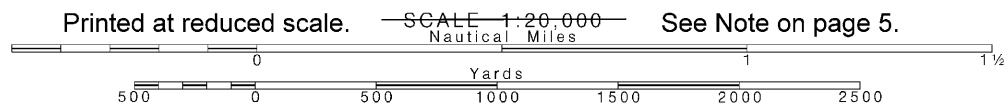
Joins page 14

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

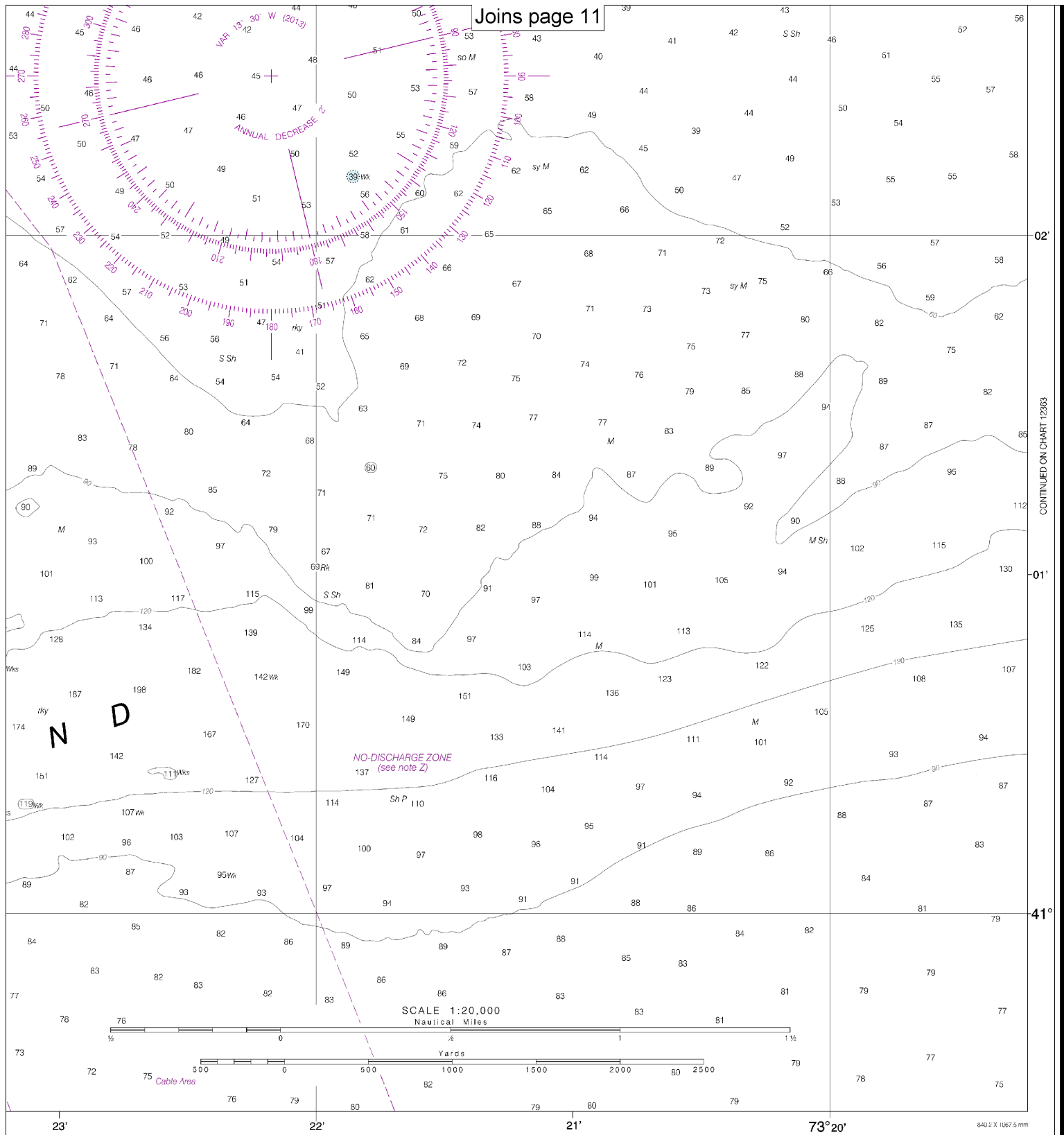


14

Note: Chart grid lines are aligned with true north.







FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Sherwood Point to Stamford Harbor  
SOUNDINGS IN FEET - SCALE 1:20,000

12368



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

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Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
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